

LEGEND

Staff Recommendations

Expressway/Prime Arterial (6.1,2)

Major Road Series (4.1)

Boulevard Series (4.2)

Community Collector Series (2.1)

Light Collector Series (2.2)

Minor Collector Series (2.3)

Local Public Road (LPR)

Fire Access Road (FA)

Deleted/Unbuilt Road

Road Components

Raised Median

Continuous Turn Lane

Intermittent Turn Lane

Improvement Options*

Reduced Shoulder

Proposed CE Roadway Standards

* Passing Lane, Intermittent Turn Lane, Turnouts, Etc.

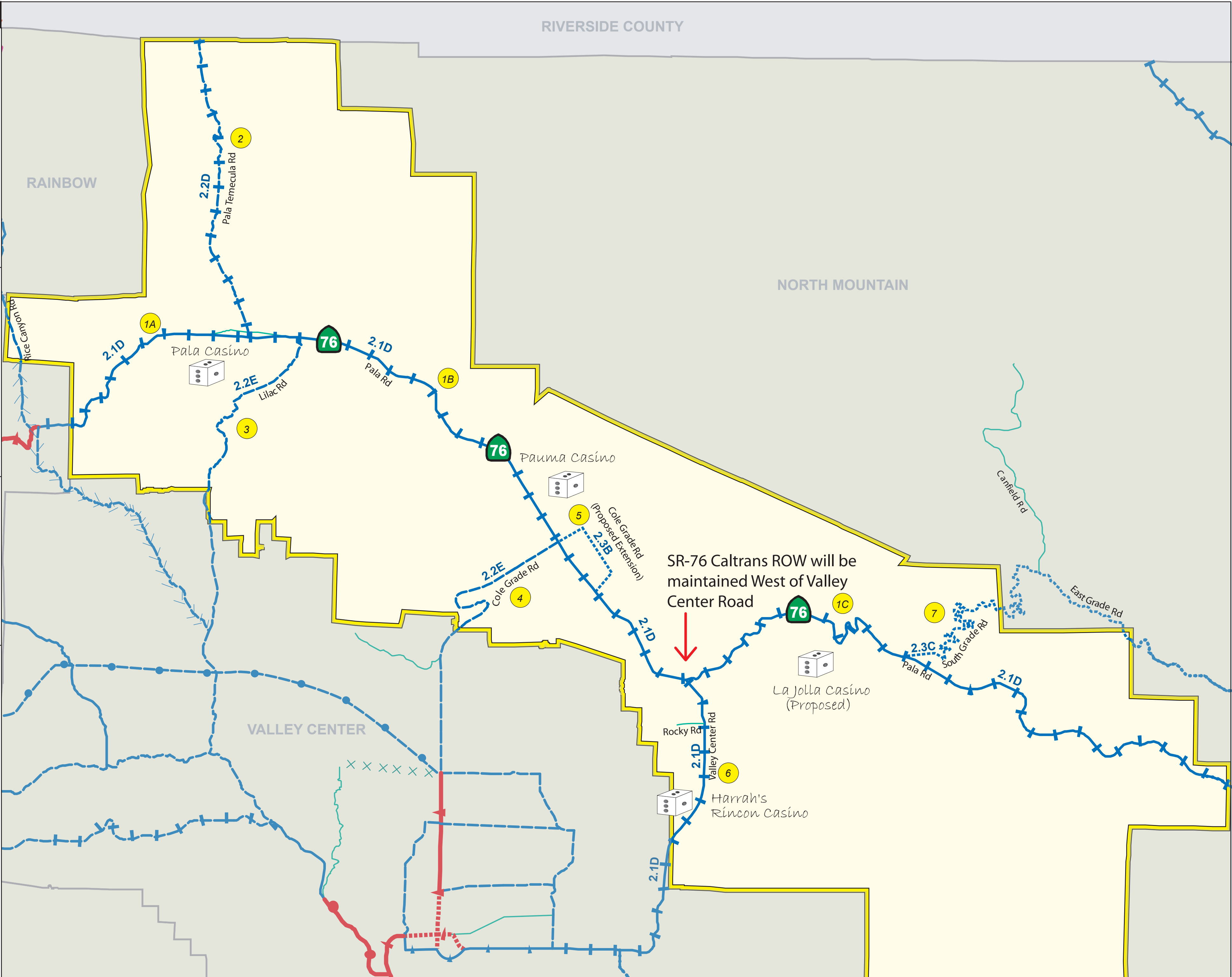
Matrix Key & Level of Community Concurrence

Agree

Minor Disagreement

Major Disagreement

No Action



CE Road Segment	Board-Endorsed Network	Rationale
<p>1A State Route 76</p> <p><u>Segment:</u> From the western planning area boundary (near Jamies Lane) to Pala Temecula Road</p> <p><u>Existing Condition:</u> 2 lanes</p> <p><u>Current Classification:</u> Major Road (4+ lanes)</p>	<p>Downgrade Classification</p> <p>2.1D Community Collector with Improvement Options (2+ lanes)</p> <p><i>Intermittent Turn Lanes</i></p> <p><i>CSG Preference:</i></p> <p>Downgrade Classification</p> <p>2.1D Community Collector with Improvement Options (2+ lanes)</p> <p><i>Intermittent Turn Lanes</i></p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Two lanes with intermittent turn lanes are necessary to operate at LOS D or better. <p>Note: Any future widening of SR76 will require Caltrans approval to determine their ultimate ROW requirements and consistency with their Highway Concept Plan.</p>
<p>1B State Route 76</p> <p><u>Segment:</u> Pala Temecula Road to Valley Center Road</p> <p><u>Existing Condition:</u> 2 lanes</p> <p><u>Current Classification:</u> Major Road (4+ lanes)</p>	<p>Downgrade Classification</p> <p>2.1D Community Collector with Improvement Options (2+ lanes)</p> <p><i>Intermittent Turn Lanes</i></p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Two lanes with intermittent turn lanes are necessary to operate at LOS D or better. • <i>Support Land Use Goals</i> – The recommended classification will reinforce the community's goals to achieve safer travel speeds for the Village area. <p>Note: Any future widening of SR76 will require Caltrans approval to determine their ultimate ROW requirements and consistency with their Highway Concept Plan.</p>

CE Road Segment	Board-Endorsed Network	Rationale
<p>1C State Route 76</p> <p><u>Segment:</u> Valley Center Road to the eastern planning area boundary</p> <p><u>Existing Condition:</u> 2 lanes</p> <p><u>Current Classification:</u> Major Road (4+ lanes)</p>	<p>Downgrade Classification</p> <p>2.1D Community Collector with Improvement Options (2+ lanes)</p> <p><i>Intermittent Turn Lanes</i></p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Two lanes with intermittent turn lanes are sufficient to operate at LOS D or better. • <i>Minimize Environmental Impacts</i> – The proposed recommendation recognizes the steep topography and environmental sensitivity of the eastern portion of this scenic segment of State Route 76. <p>Note: Any future widening of SR76 will require Caltrans approval to determine their ultimate ROW requirements and consistency with their Highway Concept Plan.</p>
<p>2 Pala Temecula Road (SA 110)</p> <p><u>Segment:</u> Entire Length</p> <p><u>Existing Condition:</u> 2 lanes</p> <p><u>Current Classification:</u> Rural Collector (2 lanes)</p>	<p>Minor Upgrade</p> <p>2.2 D Light Collector with Improvement Options (2+ lanes)</p> <p><i>Passing lanes</i></p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – The proposed classification will operate at LOS D or better. Passing lanes would accommodate truck traffic and improve overall traffic flow. Heavy traffic volumes related to casino activities are reported by local residents especially on weekends and evenings.
<p>3 Lilac Road (SA 110)</p> <p><u>Segment:</u> Between the southern planning area boundary with Valley Center and State Route 76</p> <p><u>Existing Condition:</u> 2 lanes</p> <p><u>Current Classification:</u> Rural Light Collector (2 lanes)</p>	<p>Equivalent Classification</p> <p>2.2 E Light Collector (2 lanes)</p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – A two lane road is required to operate at LOS A-C. • <i>Support Land Use Goals</i> – Nearly the entire road segment lies within the Pala Indian Reservation and is currently unpaved.

CE Road Segment	Board-Endorsed Network	Rationale
<p>4 Cole Grade Road (SA 120) <u>Segment:</u> Entire Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)</p>	<p>Downgrade Classification 2.2 E Light Collector (2 lanes)</p>	<ul style="list-style-type: none"> <i>Road Capacity</i> – A two lane road is required to operate at LOS A-C. <p>Note: A dedicated turn lane; reduced travel speeds and traffic calming measures should be implemented to improve pedestrian and vehicular safety in the vicinity of the Pauma Valley Elementary School.</p>
<p>5 Cole Grade Road (Proposed Extension) <u>Segment:</u> Entire new road extension (north side of State Route 76) <u>Existing Condition:</u> Unbuilt <u>Current Classification:</u> Not on CE</p>	<p>New CE Road 2.3B Minor Collector with Intermittent Turn Lanes (2+ lanes)</p>	<ul style="list-style-type: none"> <i>Road Capacity</i> – The recommended road classification will accommodate future Village commercial and residential land uses. <i>Support Land Use Goals</i> – The proposed extension will provide an alternative route for local trips, a catalyst for implementing the Village Concept Plan, and a safer alternative ingress/egress to the Pauma Casino. This route to the casino would require the crossing of a drainage area. <p>Note: Additional work is needed to determine the alignment for the proposed road.</p>
<p>6 Valley Center Road (SF 639) <u>Segment:</u> Planning Area boundary with Valley Center to State Route 76 <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)</p>	<p>Downgrade Classification 2.1D Community Collector with Improvement Options (2+ lanes) <i>Raised Median is the preferred improvement option</i></p>	<ul style="list-style-type: none"> <i>Road Capacity</i> – The proposed classification will accommodate the forecasted levels of casino traffic. No additional road improvements are identified at this time.

CE Road Segment	Board-Endorsed Network	Rationale
<p>7 South Grade Road (SF 1417)</p> <p><u>Segment:</u> Between State Route 76 and the northern planning area boundary with North Mountain/Palomar Mountain</p> <p><u>Existing Condition:</u> 2 lanes</p> <p><u>Current Classification:</u> Rural Light Collector (2 lanes)</p>	<p>Minor Downgrade</p> <p>2.3C Minor Collector (2 lanes)</p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Forecast volumes are very low for this road segment. • <i>Minimize Environmental Impacts</i> – A lower design speed is consistent with the steep topography that characterizes this winding, rural mountain road.